

Form(s): FAA Form 1650-17, and optional use of FAA Form 1650-8.

Affected Public: Estimated 171 Foreign Air Carriers.

Abstract: Security programs set forth procedures to be used by Foreign Air Carriers in carrying out their responsibilities involving the protection of persons and property against acts of criminal violence, aircraft piracy, and terrorist activities.

Estimated Annual Burden Hours: 5,193 burden hours.

ADDRESSES: Send comments to the Office of Information and Regulatory Affairs, Office of Management and Budget, 725-17th Street, NW., Washington, DC 20503, Attention: FAA Desk Officer.

Comments Are Invited On: Whether the proposed collection of information is necessary for the proper performance of the functions of the Department, including whether the information will have practical utility; the accuracy of the Department's estimate of the burden of the proposed information collection; ways to enhance the quality, utility and clarity of the information to be collected; and ways to minimize the burden of the collection of information on respondents, including the use of automated collection techniques or other forms of information technology.

Issued in Washington, DC, on September 21, 1999.

Steve Hopkins,

Manager, Standards and Information Division, APF-100.

[FR Doc. 99-25062 Filed 9-24-99; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Aviation Rulemaking Advisory Committee; Meeting

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of meeting.

SUMMARY: The FAA is issuing this notice to advise the public of a meeting of the Federal Aviation Administration Aviation Rulemaking Advisory Committee to discuss air traffic issues.

DATES: The meeting will be held on October 13, 1999, at 10:00 a.m.

ADDRESSES: The meeting will be held at the Air Traffic Control Association Headquarters, 2300 Clarendon Blvd., Suite 711, Arlington, VA.

FOR FURTHER INFORMATION CONTACT: Ms. Beth Allen, Transportation Industry Analyst, Airmen and Airspace Rules

Division, Office of Rulemaking (ARM-105), 800 Independence Avenue, SW, Washington, DC 20591. Telephone: (202) 267-8199, FAX: (202) 267-5075, e-mail address: beth.i.allen@faa.gov.

SUPPLEMENTARY INFORMATION: Pursuant to section 10(a)(2) of the Federal Advisory Committee Act (Pub. L. 92-43; 5 U.S.C. App. II), notice is hereby given of a meeting of the Aviation Rulemaking Advisory Committee. This meeting will be held on October 13, 1999, at 10:00 a.m., at the Air Traffic Control Association Headquarters, 2300 Clarendon Blvd., Suite 711, Arlington, VA.

The agenda for this meeting will include a review of the Special Visual Flight Rules (SVFR) Working Group's recommendation for ARAC approval. There will be a vote taken on this recommendation, the result of which will determine if the recommendation should be presented formally to the FAA for review/issuance. To receive a copy of the recommendation, please contact Beth Allen at the number or the e-mail address specified in the **FOR FURTHER INFORMATION CONTACT** section of this notice.

Attendance is open to the interested public but may be limited to the space available. The public must make arrangements in advance to present oral statements at the meeting or may present written statements to the committee at any time. If you are in need of assistance or require a reasonable accommodation for this meeting, requests should be made no later than 10 calendar days before the meeting. Arrangements may be made by contacting the person listed under the heading **FOR FURTHER INFORMATION CONTACT**.

Issued in Washington, DC, on September 20, 1999.

Reginald C. Matthews,

Assistant Executive Director for Air Traffic Issues, Aviation Rulemaking Advisory Committee.

[FR Doc. 99-24977 Filed 9-24-99; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[Docket No. NHTSA-99-6209; Notice 1]

American Transportation Corporation, Receipt of Application for Decision of Inconsequential Noncompliance

American Transportation Corporation (AmTran) has determined certain certification labels on its AmTran buses

are not in full compliance with Federal Motor Vehicle Safety Standard (FMVSS) No. 120, "Tire selection and rims for motor vehicles other than passenger cars," and 49 CFR Part 567, "Certification," and has filed an appropriate report pursuant to 49 CFR Part 573, "Defect and Noncompliance Reports." AmTran has also applied to be exempted from the notification and remedy requirements of 49 U.S.C. Chapter 301—"Motor Vehicle Safety" on the basis that the noncompliance and defect (represented by the failures to meet Part 567) are inconsequential to motor vehicle safety.

This notice of receipt of an application is published under 49 U.S.C. 30118 and 30120 and does not represent any agency decision or other exercise of judgment concerning the merits of the application.

FMVSS No. 120 paragraph S5.3 specifies that the certification label on buses include the recommended cold inflation pressure for the tires such that the sum of the load ratings of the tires on each axle is appropriate for the GAWR.

From October 27, 1991 through February 11, 1999, AmTran produced approximately 1,600 buses with an incorrect certification label. AmTran states that the tire inflation pressure, as it is currently written on the required label, can not support the weight of the vehicle. The majority of the certification labels specify an inflation pressure that is five to ten pounds below the required inflation pressure. A few certification labels specify an inflation pressure that is ten to twenty pounds below the required inflation pressure. However, if the same tires are inflated to the maximum inflation pressure that is molded on the sidewall, then the tires will support the vehicle's weight. AmTran, in effect, is asking to be excused from preparing and sending corrected labels to the vehicles' owners.

AmTran supports its application for inconsequential noncompliance by stating the following:

- Even with the incorrect cold pressure on the certification label, this bus has enough capacity for 4,090 pounds of options. Adding major options (such as: an air brakes; a larger transmission; a 21,000 pound axle; a 100 gallon gas tank; a higher head room body; extended body skirts; and a plywood floor) would increase the weight only 2,270 pounds. Therefore, this bus with these options has an additional capacity of 1,820 pounds, if the tires are inflated at the cold inflation pressure stated on the certification label.
- There have been no tire warranty claims related to low pressure.